

In the Claims:

1. (Currently Amended) A piston capable of reducing friction, comprising a piston head defining a recess for receiving expanding gas, which is formed in a circumferential section of a top land part of the piston head, the recess being configured such that a part of the expanding gas is introduced into the recess during a power stroke of an internal combustion engine, wherein said recess is deepest at an intermediate portion of the recess, and the depth of the recess becomes shallower towards ends of the recess.
2. (Original) The piston according to claim 1, wherein said recess is formed over at least substantially $\frac{1}{4}$ of a circumferential section in an entire circumference of the top land part of the piston head.
3. (Cancel).
4. (Currently Amended) A piston capable of reducing friction, comprising a piston head defining a recess for receiving expanding gas, which is formed in a circumferential section of a top land part of the piston head, the recess being configured such that a part of the expanding gas is introduced into the recess during a power stroke of an internal combustion engine ~~The piston according to claim 1,~~ wherein said recess has ends getting wider in an upper direction in a slanted line shape.
5. (Currently Amended) The piston according to claim ~~1~~ 4, wherein at least two recesses for receiving an expanding gas are formed at a symmetrical portion with respect to an axial line of the piston head.
6. (Original) A piston structure for reducing frictional losses in an internal combustion engine, comprising a piston head having a top land portion wherein first and second recesses are symmetrically formed in said top land portion on opposite sides of said piston head, said recesses being formed by a vertical cut-away of a portion of said top land portion.
7. The piston structure of claim 6, wherein each said cut-away comprises approximately $\frac{1}{4}$ of the top land portion in a circumferential direction.

THIS PAGE BLANK (USPTO)